



Town of Eastham Harbor and Waterways Plan

Engineering and Environmental Assessment

October 24, 2019

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Collins Landing





- Access: Provided by a wide, steep paved driveway off of Route 6.
- Usage: Primarily used by commercial fishermen.
- Parking: 4 total spaces. Vehicular access very limited.
- Existing Infrastructure: 16-foot-wide paved ramp. Existing retaining wall is failing.
- Stormwater: There are no stormwater collection structures on the property.
- Coastal Resource Areas: Coastal beach, low-lying saltmarsh, coastal bank.

Hemenway Landing





- Access: Hemenway Rd. provides access to the paved ramp and parking area.
- Usage: Primarily recreational boaters with some commercial fisherman launching tenders to access boats at Nauset inlet, aquaculture sites, etc.
- Parking: 11 trailer spaces, 10 angled vehicle spaces, 3 handicap spaces.
- Existing Infrastructure: 20-foot-wide ramp for launching small craft.
- Stormwater: No stormwater collection/treatment structures.
- Coastal Resource Areas: Coastal beach, coastal bank, salt marsh.



Salt Pond Landing



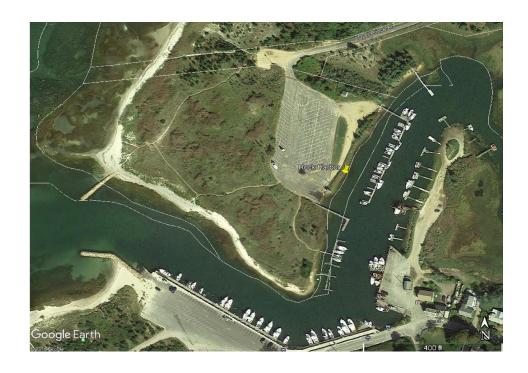


- Access: Provided by a narrow, paved driveway off of Route 6.
- Usage: Used by recreational shellfisherman on Sundays, kayakers, hikers.
- Parking: 7 parking spaces and 1 handicapped space. Pavement is degraded.
- Existing Infrastructure: A gravel ramp on the north side of the parking area. Kayak rack on edge of path. Concrete retaining wall appears stable.
- Stormwater: No stormwater collection/treatment structures.
- Coastal Resource Areas: Saltmarsh and coastal bank.



Rock Harbor - Eastham Shore





- Access: Dyer Prince Road occasionally floods; 2 culverts frequently overtop.
- Usage: Comm. fishermen and rec. boaters utilizing Town docks or State ramp.
- Parking: Municipal parking is limited to a small dirt lot.
- Existing Infrastructure: State managed and maintained boat ramp. 2 Town managed and maintained piers, floating docks, and boat slips.
- Stormwater: No stormwater infrastructure was identified on site.
- Coastal Resource Areas: Salt marsh along shore, coastal bank, coastal dune constructed using dredge spoils.

Evaluation of Observed Infrastructure

General Findings

- *Capacity*: Ability of parking and services to meet current need varied from site to site. In most cases, limited ability to expand to accommodate future use.
- **Condition**: Existing pavement and/or infrastructure are in disrepair at multiple sites, requiring maintenance, repair, or replacement.
- **Funding:** Where feasible, investing in routine maintenance and repairs will help to improve the usability and longevity of assets at each site while avoiding high cost of redesign-retrofit-reconstruction.
- Future Need: In most cases, site constraints limit the ability to expand to accommodate increased future use.
- *Operation and Maintenance*: Routine maintenance and grading will help to extend the life of paved and unpaved assets, boat ramps, and parking.
- Public Safety: Failing infrastructure and lack of signage pose risks to public safety.
- **Resilience**: All sites submerged during 100-year storm event. Collins, Salt Pond, and Rock Harbor sites inundated during as little as a 5-year return period storm.
- Innovation: Existing conditions present Town with opportunities for improvement.



Conceptual Alternatives and Next Steps

All Town Landings and Rock Harbor

- Site Survey
- Identify Ownership
- Apply Statewide Model Data
- Maintain Existing Paved Infrastructure
- Improve Stormwater Infrastructure
- Shoreline Stabilization
- Improved Signage
- Small Boat Storage
- Commercial Fishing Interests
 - Solicit feedback from the commercial fishing community to better understand needs.
 - Consider dedicated commercial parking spaces and/or loading/unloading zones.
 - Consider developing policies, procedures, and/or dedicated areas for the staging/storage of equipment.
- Natural Resources Management



Site-Specific Conceptual Alternatives

Collins Landing

- Consider repairing or replacing seawall;
- Explore land acquisition or easement to implement additional shoreline stabilization, parking.
- Consider replacing pavement along the ramp with ACBM or, repave existing boat ramp with ACBM apron.

Hemenway Landing

- Consider replacing pavement along the ramp with ACBM or, repave existing boat ramp with ACBM apron.
- Consider extending boat ramp seaward to minimize impacts to resource areas;
- Consider upgrades to improve kayak launch/retrieval and to minimize conflict.

Salt Pond Landing

Consider replacing pavement along the ramp with ACBM or, repave existing boat ramp with ACBM apron.

Rock Harbor

- Evaluate (2) Dyer Price Road culverts;
- Coordinate with State to develop long term management plan;
- Consider a dredge feasibility study for approach channel to Rock Harbor;
- If more berthing added, explore alternatives for additional parking;
- Constructing a bulkhead abutting the salt marsh may prove difficult to permit. Conduct an alternatives analysis and/or feasibility study to explore options for increased dockage.



Questions? Initial Feedback?



 Once conceptual alternatives have been prioritized, the Woods Hole Group will develop detailed descriptions, expected permitting requirements and permitting costs, and conceptual design imagery.

